

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐ no ☒

Property Name: Chewsville Survey District Inventory Number: WA-I-883  
Address: Multiple Addresses Historic district: ☐ yes ☒ no  
City: Chewsville Zip Code: 21721 County: Washington  
USGS Quadrangle(s): Hagerstown, Smithsburg  
Property Owner: Multiple Owners Tax Account ID Number: Multiple  
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple  
Project: Chewsville Streetscape Improvements Agency: Maryland State Highway Administration  
Agency Prepared By: A.D. Marble & Company  
Preparer's Name: Emma Young Date Prepared: 3/26/2007  
Documentation is presented in: Washington County Office of Land Records, Hagerstown, Maryland.  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

**Description of Property and Justification:** *(Please attach map and photo)*

The village of Chewsville is located approximately four miles east of Hagerstown, adjacent to the north side of Maryland Route 64. The primary core of the village extends from the intersection of Twin Springs Drive (MD 804) and Jefferson Boulevard (MD 64) on the east end to the intersection of Twin Springs Drive (MD 804) and Little Antietam Road (MD 62) on the west end. The village includes a major thoroughfare, White Hall Road, as well as two ancillary streets, Longnecker Lane and Waltz Drive, both located to the north of Twin Springs Drive (MD 804). The Western Maryland Railroad tracks bisect the village to the east of Bethel United Methodist Church (WA-I-884). Therefore, the tracks line the south side of Twin Springs Drive to the west end of town and the north side of the road at the east end of town. The intersection of White Hall Road with Twin Springs Drive (MD 804) has long been considered the "square" of Chewsville.

The scale and degree of stylistic detailing of Chewsville's domestic architecture reflects the working-class ownership of the early nineteenth century, and the middle-class ownership and occupation associated with the railroad during the late-nineteenth and early twentieth centuries. The majority of extant residential architecture consists of late-nineteenth-century, two-story, frame, vernacular dwellings with little to no stylistic embellishment. Scattered amongst these unpretentious forms are examples of early twentieth-century forms, including Prairie, Bungalow, Colonial Revival, and the American Foursquare. Structural systems and exterior materials run the gamut of clapboard over wood frame, synthetic, replacement siding over log, and brick, stone, and concrete-block

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**MHT Comments:**

Jim Tamm  
Reviewer, Office of Preservation Services

B. Kuntz  
Reviewer, National Register Program

1/3/08  
Date

1/7/08  
Date

200703232

masonry.

The earliest beginnings of Chewsville as a village can be credited to the Fitzhugh and Hughes families and the construction of the improved road leading east from Hagerstown circa 1810. Prior to 1810, only one house purportedly stood in the core of the village (intersection of Twin Springs Drive/MD 804 and White Hall Road). This house, built by John Bowers circa 1800, stood on the southwest side of the intersection of what were then just two dirt cross-roads (Funk 1963: 3). Colonel Fitzhugh, Jr. laid out one-acre lots along the road between Hagerstown and Frederick, about a quarter of a mile south of his house at "The Hive," and assisted in constructing one-story log houses. Reportedly, Fitzhugh erected a total of 10 to 15 dwellings along the aforesaid road, slowly developing the landscape into a village (Nelson 1994: 1).

By the end of the 1830s, Chewsville developed more fully from the cluster of simple log dwellings that lined the road. By 1830, Chewsville included two general stores and a blacksmith shop, and was considered a shipping point for grains. In February 1839, the United States Post Office Department authorized John B. Bachtell to become the first postmaster and establish a postal facility in Chewsville.

When the Western Maryland Railroad made its way to Chewsville in 1872, B. Abner Betts, the son of the village blacksmith Luther D. Betts, took advantage of the occasion by building a warehouse and a railroad station. According to local historian J. Kniffen Funk's account:

[local residents] established a stockyard where the farmers' fat stock could be weighed for shipment to the Baltimore market. Wheat was bought, cleaned by hand-power and shipped to distant mills. Soon the warehouse was too small, so an elevator was built circa 1885. As wheat in those days was the farmer's cash crop, this steam-powered elevator was soon doing a thriving business. A fertilizer plant was built where raw materials could be mixed for the farmer's use on his land. This business became quite profitable as farmers soon found that the use of fertilizer increased the yield of their crops.

Betts continued his grain and fertilizer business until his death in 1912 (Washington County Historical Society, B. Abner Betts Obituary, 1912).

The Farmers and Fruit Growers Association began in 1913 in Chewsville (Funk 1963). The chief business of the association was the packing and marketing of apples for its members. By this time, there were over two hundred acres of apple trees in bearing or coming into bearing in the area. Apple growers brought their produce to the packing house in orchard crates where they were sorted, graded, and packed for shipment in barrels under the brand name of "Antietam Brand-Maryland Apples." These local apples were shipped to markets as close as Baltimore and as far away as Germany, Belgium, and France.

The business flourished for over two decades, handling as many as 50,000 orchard crates in a single season. However, war, depression, new market demands, changes in transportation, and aging trees led to the decline of the apple industry in Chewsville. The Farmers and Fruit Growers Association offset the economic consequences of the failing industry by developing a feed, seed, and fertilizer business between fruit seasons. However, following Bett's death in 1912, business at the grain elevator began a steady decline.

In 1925, Ralph Wyand and his wife purchased the flailing feed and fertilizer mill. Shortly thereafter, business grew so rapidly that in 1930, a new corporation, known as the Chewsville Co-operative Association, Inc. was formed and purchased property formerly belonging to the Farmers and Fruit Growers Association. The new co-op conducted a feed, seed, and fertilizer business between fruit seasons, but at the onset, its chief business revolved around the packing and marketing of apples for its members. By 1938, the focus on apple marketing and packing permanently shifted to feed and grain production. Fertilizer also became one of the co-ops

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most popular products.

The co-operative association served as the main business in the village for the next sixty years. The adjacent grocery store and post office drew patrons to discuss the news of the day. The daily activities within Chewsville revolved around the combination grocery store, post office, gas station, news stand, drug store, hardware store, and co-op (Maryland Cracker Barrel 2005: 18). Likewise, many Chewsville residents also gathered at the Shilling/Spessard Farm (WA-I-051) to purchase eggs and dairy products, such as cream and milk, which could not be purchased at the general store (Maryland Cracker Barrel 2005: 18).

The 1868 Bethel United Methodist Church (WA-I-884, 21006 Twin Springs Drive) and the 1878 school building (WA-I-287, 21010 Twin Springs Drive) also served as gathering places for Chewsville residents. In 1924, the Board of Education of Washington County erected a four-room brick school house to replace the 1878 building. This school building (20940 Twin Springs Drive) housed eight grades of Chewsville students until 1974, when the Board of Education closed and subsequently sold the school.

Circa 1945, the Maryland State Highway Administration constructed a bypass (Maryland Route 64 [MD 64]) around the village of Chewsville, connecting Frederick and Hagerstown with one direct route. Consequently, travelers on their way to and from Hagerstown from points east were no longer forced to weave their way through the village and around the Spessard Farm on the old Hagerstown-Cavetown Turnpike, but instead could now bypass the small village entirely. Thus, the construction of MD 64 to the south of Chewsville enabled the village to return to a slower pace of life whereas over 70 years before, the appearance of the railroad had helped to propel Chewsville into a thriving community.

In the last decades of the twentieth century, Chewsville lost the bulk of its social gathering places. The general store, once a popular meeting place for all Chewsville residents, closed in 1984 (Budny 2005: A-7). B. Abner Betts' mill closed in 1997, thus quieting a community landmark after a century of activity (Kirby 1997: A-1). Consequently, the streetscape within Chewsville has changed accordingly. A vast empty lot, littered with rubble, denotes the area where the warehouse and grain elevator were previously located. A lot on the south side of Twin Springs Drive (MD 804) stands empty where the fertilizer plant once stood, and no evidence of pertaining to the stock pens that were also once part of the agricultural landscape of the village.

Modern residential development is slowly infringing upon the northern and western boundaries of the village. Although Chewsville hosts only a handful of post-1957 dwellings, including the circa-1970 dwelling located at 21002 Twin Springs Drive (MD 804) and the post-1985, Ranch-style houses located at the western end of the village, vacant lots intersperse the dwellings along Twin Springs Drive (MD 804). These vacant lots that once hosted prominent buildings serve as reminders of Chewsville's lost heyday as a prominent agricultural and industrial village in Washington County.

#### Significance Evaluation:

The Chewsville Survey District, located along Twin Springs Drive (MD 804) between Jefferson Boulevard (MD 64) to the east and Little Antietam Road (MD 62) to the west, no longer conveys its historic function as a nineteenth-century agricultural and industrial village that flourished around the railroad. The survey district no longer retains the integrity from the period of construction (circa 1818-circa 1945) that is necessary to deem it eligible for listing in the National Register of Historic Places.

According to the National Register of Historic Places guidelines established by the National Park Service, the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, location, setting, materials, workmanship, association, and feeling, and:

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- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or  
 B. that are associated with the lives of significant persons in our past; or  
 C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or  
 D. that have yielded or may be likely to yield information important in history or prehistory (National Park Service 1997).

The Chewsville Survey District is not eligible for listing in the National Register of Historic Places under Criterion A. The village is associated with local agricultural, transportation, and community development trends; however, the village no longer conveys those associations due to a lack of cohesion caused by post-1945 development, as well as extensive post-1945 alterations to individual properties. Furthermore, nearby towns, such as Williamsport, Cavetown, and Funkstown, retain a higher level of integrity and provide better examples of nineteenth-century entities that evolved around the railroad.

The Chewsville Survey District is not eligible for listing in the National Register of Historic Places under Criterion B. Although the individuals who owned property in the village were families significant to the development of the area, the persons who lived in the village were not directly involved with any significant events or trends.

The Chewsville Survey District is not eligible under Criterion C because it does not contain exceptional or representative examples of a type, period, or method of construction. The buildings within the survey district represent common architectural types, forms, and styles found throughout Washington County and Maryland. The buildings do not represent the works of masters, nor do they possess high artistic values. In addition, the district does not represent a significant and distinguishable entity whose components lack individual distinction. The district lacks cohesions due to post-1945 development such as the Ranch-style residences located at the east and west ends of Twin Springs Drive (MD 804) and the vacant lots where the feed mill and warehouse once stood (between 21113 and 21123 Twin Springs Drive [MD 804] on the south and 21008 and 21126 Twin Springs Drive [MD 804] on the north).

The district was not evaluated under Criterion D as part of the architectural survey and evaluation.

With regards to integrity, the National Register guidelines for a district state the following:

For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguishable. In addition, the relationships among the district's components must be substantially unchanged (National Park Service 1997).

The Chewsville Survey District does not retain integrity from the period of construction (circa-1818-circa-1945). Alterations to individual properties have resulted in a loss of integrity of materials and workmanship. The relationships between the properties and other features within the district have been altered by post-1945 development, resulting in a loss of integrity of setting, location, feeling, and association.

A comparison of current conditions to historic photographs indicates that the district has lost a number of dwellings, buildings, and small-scale features that contributed to its integrity of setting, feeling, and association. The demolition of the warehouse, feed mill, and grain elevator, as well as the village's original store (Palmer House, WA-I-095), and several other residences along Twin Springs Drive (MD 804) compromised integrity of setting by removing significant features of a late-nineteenth-century agricultural and industrial village. In addition, the removal of the mature, evergreen and deciduous trees along Twin Springs Drive (MD 804) and the removal of the majority of historic walkways and fencing that once characterized the district further detract from the district's integrity of setting. The district's setting has also been compromised by the post-1945 subdivision of several residential

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lots within Chewsville, particularly at the northeast and southwest ends of the district. Additional post-1945 features are interspersed throughout the pre-1945 buildings, detracting from the overall integrity of the district. Chewsville's character and setting as a village that developed along a busy thoroughfare was altered by the introduction of MD 64 in 1945. The new bypass focused traffic to the south of the district, detracting from the importance of the former thoroughfare (Hagerstown-Cavetown Turnpike, currently Twin Springs Road [MD 804]) as the village's lifeline.

The district no longer retains integrity of location because the boundaries of the original village have been severed by the circa-1945 construction of Maryland Route 64. Twin Springs Drive (MD 804) previously served as the primary thoroughfare between Hagerstown and all points east. The location of streets, the size of the house lots, and the location of the dwellings on those lots are reflective of Chewsville's original location on what was then known as the Hagerstown-Cavetown Turnpike (MD 804); however, since the construction of the bypass circa 1945, Chewsville no longer retains its location along a busy thoroughway.

The individual buildings within the district largely retain integrity of design due to their retention of historic forms; however, replacement exterior siding, including vinyl and aluminum, as well as replacement windows, are present on the majority of dwellings within the district. The lack of historic building materials contributes to the lack of cohesion in the district. These additions and alterations compromise the district's ability to convey integrity of materials and workmanship.

The lack of retention of setting, location, materials, and workmanship culminates in the district's inability to convey integrity of association and feeling. The removal of several prominent buildings, including the warehouse and feed mill, as well as the alterations of and additions to many dwellings within the district have hindered the village's ability to emanate the feeling of a nineteenth-century agricultural and industrial village that flourished around the historic turnpike and railroad. The association between the district and the principals that shaped it are no longer reflected due to the demolition of the warehouse, feed mill, and grain elevator.

#### References:

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**MARYLAND HISTORICAL TRUST REVIEW****Eligibility recommended** \_\_\_\_\_**Eligibility not recommended** \_\_\_\_\_**Criteria:** \_\_\_A\_\_\_B\_\_\_C\_\_\_D **Considerations:** \_\_\_A\_\_\_B\_\_\_C\_\_\_D\_\_\_E\_\_\_F\_\_\_G**MHT Comments:**\_\_\_\_\_  
**Reviewer, Office of Preservation Services**\_\_\_\_\_  
**Date**\_\_\_\_\_  
**Reviewer, National Register Program**\_\_\_\_\_  
**Date**

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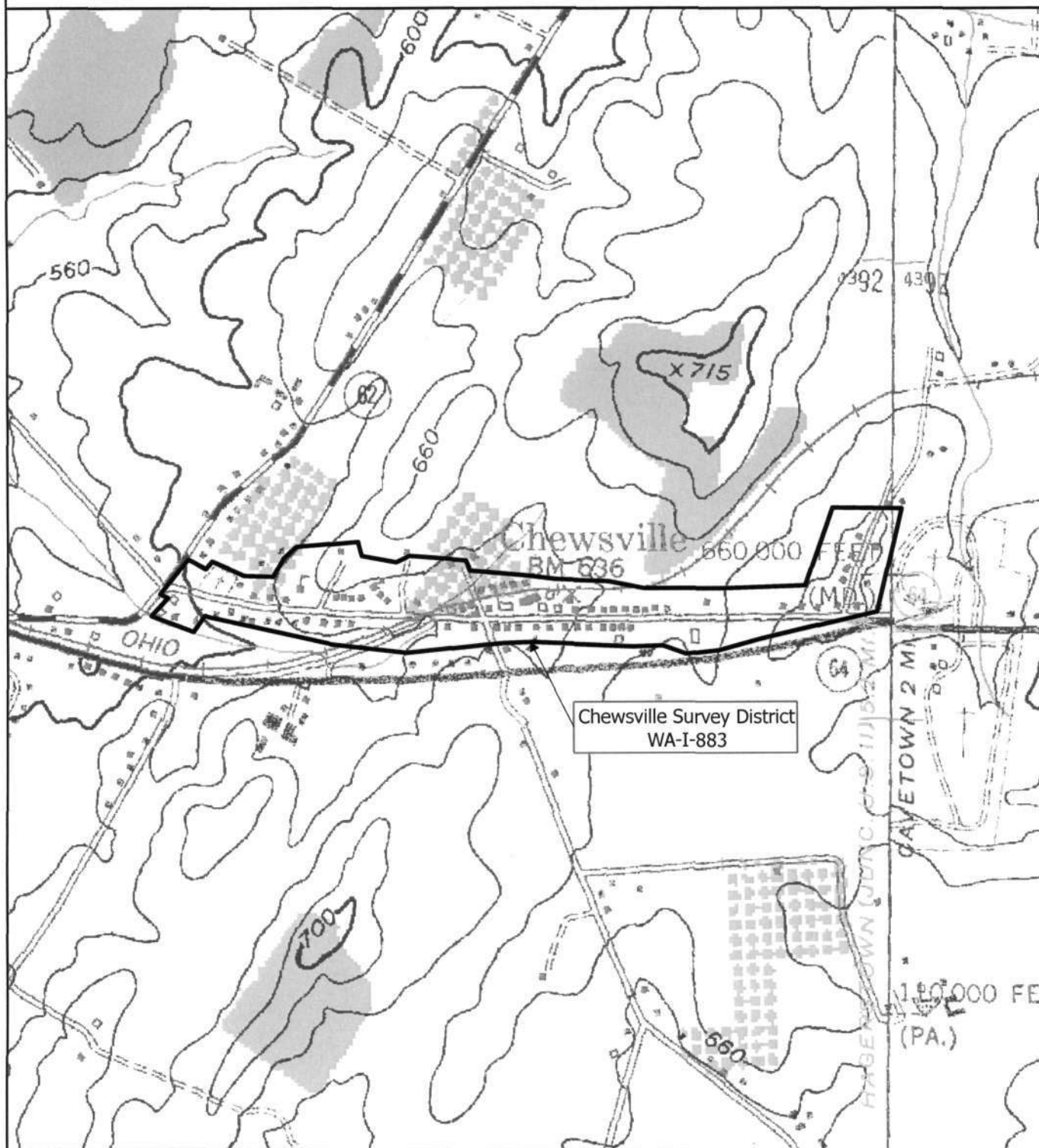
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# Chewsville Survey District WA-I-883

Chewsville, Washington County



Chewsville Survey District  
WA-I-883



1,000 0 1,000  
Feet

 Resource

Map Source:  
USGS 7.5' DRG: Hagerstown, MD; Smithsburg, MD.



VIA-1-88

20905 Twin Springs Drive (Shilling/Spessard Farm)

Chomenville Survey District

Washington County, Maryland

L. YOUNG

03.2007

MD SHPO

Southwest end of district; view to northeast

Photo # 1 of 47

2. RETOUCH2.

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WA-1-883

Chenoweth survey District  
Washington County, Maryland

E. YOUNG

03, 2007

MD SHPO

Southwest end of district; view to east

Photo # 2 of 47

PS-2 RETOUCH2





WA-I-883

cemetery in 20920 Twin Springs Drive  
Chewsville Survey District  
Washington County, Maryland

E. Young

03.2007

MD SHPO

view to northeast

Photo # 3 of 47

PS-RETouched



WA-1 883

20940 Twin Springs Drive, Chewsville Survey District  
Washington County, Maryland

C. YOUNG

03.2007

MD STIPO

South i east elevations, view to northwest

Photo # 4 of 47

PS\_2. RETOUCH





WA-I-883

20948 → 21002 Twin Springs Drive, Chesapeake Survey District  
Washington County, Maryland

E. YOUNG

03, 2007

MD SHPO

South & west elevations; view to northeast; note bell tower  
of Bethel UM Church

Photo # 5 of 47

RETOUCH2



WA-1-883

20939-A 20923 Twin Springs Drive; Newsville Survey District  
Washington County, Maryland

E. YOUNG

03.2007  
MD SHPD

north east elevations of 20939 Twin Springs Drive  
view to southwest

Photo # 6 of 47



WA-I-883

Intersection of Twin Springs Drive & Western Maryland  
Railroad Tracks - Chewsville Survey District  
Washington County, Maryland

03/2007

MD SHPO

view to southeast

Photo # 1 of 47

03/07 #0007-0008, 03/08/07

PS\_2, RETOUCH





WA-I-883

21029 Twin Springs Drive, Chewsville Survey District

Washington County, Maryland

E. YOUNG

03.2007

MD SHPO

North east elevations, view to south east

Photo #8 of 47

PS\_RET TOUCH2



WA-I-883

21045 Twin Springs Drive; Chensville Survey District  
Washington County, Maryland

E. YOUNG

03.2007

MD SHPO

north & east elevations view to southwest

Photo # 9 of 47

PS\_2, RETOUCH



WA-1-883

21104 and 21106 Twin Springs Drive; Chewsville Survey District  
Washington County, Maryland

E. YOUNG

03.2007

MD SHPO

Southwest elevations; new to northeast

Photo # 10 of 47





WA-1-883

21108 Twin Springs Drive; Chewsville Survey District

Washington County, MARYLAND

01/09/07

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MD SHPO

South elevation, view to north

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PS\_2, RETOUCH2



WA-I-883

21108 Twin Springs drive; Chewsville Survey District  
Washington County, Maryland

E. YOUNG

03, 2007

MD SHPO

South i east elevations; new to northwest

Photo # 12 of 47

PS\_2, RETOUCH2



WA-I-883

2107 Twin Springs Drive, Chensville Surrey District  
Washington county, Maryland

E. YOUNG

03, 2007

MD SHPO

North elevation; view to South

Photo # 13 of 47

PS RETOUCH 2



WA-T-883

21113, 21107, 21101 Twin Springs Drive, Chewsville Survey District  
Washington County, Maryland

E. YOUNG

03.2007

MD SHPO

North & east elevations; new to southwest

Photo # 14 of 47

PS\_2, RETOUCH2





WA-1-883

Location of former feed mill, grain elevator, & office,  
Chewsville Survey District  
Washington County, Maryland

R. YOUNG

03.2007

MD SHPO

view to northwest

Photo # 15 of 47

0308 #2 0308-001 03/08

PS\_2 PS TOUCH2



WA-I-883

2113 Twin Springs Drive, Location of former warehouse,  
Chewsville Survey District

WASHINGTON COUNTY, MARYLAND

E. YOUNG

03, 2007

MD SHPO

view to southeast  
Photo # 16 of 47

PS\_2 RETOUCH2



WA-1-883

21126 Twin Springs Drive (Train Depot); Chawcyshe Survey

District

Washington County, Maryland

EYOUNG

03/2007

MD SHPO

North & west elevation seen to southeast

Photo # 17 of 47

PS-2, RETOUCH





WA-1-883

21128 and 21134 Twin Springs Drive, Chewsville Survey District  
WASHINGTON COUNTY, MARYLAND

2, YOUNG

8, 2007

MD SHPO

South & West elevations; view to northeast

Photo # 18 of 47

RETOUCHE

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WA-1-283

Chewsville Survey District  
Washington County, MARYLAND

L. YOUNG

03.2007

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view west down Twin Springs Drive

Photo # 19 of 47



WA-1-883

21200, 21134, 21126 Twin Springs Drive; Chewsicle Survey District  
Washington county, Maryland

E. YOUNG

03.2007

MD SHPO

South & east elevations; view to northwest

Photo # 20 of 47

PS\_2, RETOUCH2



WA-I-883

21117, 21123, 21127, 21129 Twin Springs Drive

Chewsville Survey District  
Washington County, Maryland

E. Young

03.2007

MD SHPO

Northwest elevations; view to southeast

Photo # 21 of 47

RE TOUCH 2





WA-I-883

21129, 21127, 21123 Twin Springs Drive; Chensville Survey District  
Washington County, Maryland

E. YOUNG

03, 2007

MD SHPO

north & west elevations; new to southeast

Photo # 22 of 47

PS\_2, RETOUCH2,



WA-2-883

21131, 21201, 21205, 21207 Twin Springs Drive

Chewsville survey District

Washington county, Maryland

E. Young

03.2007

MD SHPO

North & West elevations; view to southeast

Photo # 23 of 47

PS RETOUCH2



WA-1-883

21207, 21205, 21201, 21131 Twin Springs Drive;  
Chenoweth survey District  
Washington county, Maryland

E. Young

03.2007

MD SHPD

North & east elevations, view to southwest

Photo # 24 of 47

PS\_2; RETOUCH2;



WA-I-883

21210 Twin Springs Drive; Chensville Survey District  
Washington County, Maryland  
L. Young

03, 2007

MD SHPO

South elevation; new to north

Photo # 25 of 47

PS\_2, RETOUCH





WA-I-883

21206 Timber Springs Drive, Chewsville Survey District  
Washington County, Maryland

E. Young

23.2007

MD SHPO

South is west elevations shown to northeast

Photo # 26 of 47

PS\_2, RETOU



WA-I-883

21212, 21214, 21216, 21218 Twin Springs Drive, Chewsville Survey  
District  
Washington county, Maryland

E. Young

03.2007

MD SHPO

South & west elevations; view to northeast

Photo # ~~27~~ of ~~47~~

0308 #2, 0308-0014, 03/08

RETOUCH2



WA-1-883

21218, 21216, 21214, 21212 Twin Springs Drive,

Chewsville Survey District  
Washington County, Maryland

03.2007

MD SHPO

Photo # 23 of 47 elevations; view to northwest

Photo # 28 of 47 elevations; view to northwest  
of 47

PS\_2, REOUCH2,



WA-1-883

21224 Twin Springs Drive  
Chewsville survey District  
Washington County, Maryland  
E. Young

03, 2007

South & west elevations; view to northeast

Photo # 29 of 47

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Washington County, Maryland  
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Barn, south east elevations; view to southwest

Photo # 30 of 47

PS\_2. RETOUCH



WA-I-883

2123A, 2123B Twin Springs Drive, Chewsville Survey District  
Washington County, Maryland

by Young

03, 2007

MD SHPO

South & east elevations; new to northwest

Photo # 31 of 47

PS\_2.PETOUCH2



WA-I-883

21240 Twin Springs Drive; Chensville Survey District  
Washington County, Maryland

E. Young

03.7007

MD SHPO

South & west elevations given to north

Photo # 32 of 47

RETOUCH2.



WA-I-883

21240, 21302 Twin Springs Drive; Chewsville Survey District  
Washington County, Maryland

E. Young

03.2007

MD SHPO

South & east elevations; view to north west

Photo # 33 of 49

009 #3, 0309-0021, 0309-0027

RETOUCH2





WA-1-883,

21312 Twin Springs Drive, Chewsville Survey District  
Washington County, Maryland  
e. young

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MD SHPD

South i west elevations view to northeast

Photo # 34 of 47

0308 #3 0009-0024, 03-08-07

PS\_2: RE TOUCH



WA-1-883

21322 Twin Springs Drive; Chewsville Survey District

Washington County, Maryland

E. Young

03, 2007

MD SHPO

South & east elevations, view to northwest

Photo # 36 of 47

03095 #3, 03095-0020, 03, 88

RETOUCH2,



WA-1-883

21238 Twin Springs Drive, Chomsville Survey District  
Washington County, Maryland

By Young

03.2007

MD SHPO

South's West elevations; view to northeast

Photo # 37 of 47

PS\_L2, RETOUCH2



WA-1-883

21334 Twin Springs Drive; Chewsville Surrey District  
Washington County, Maryland

& young

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South elevation, view to north

Photo # 38 of 47

PS\_2, RETOUCH2,





WA-I-883

21340 Twin Springs Drive; Chensville Survey District  
Washington county, Maryland

Lezoning

03.2007

MD SHPO

South & west elevations; view to northeast

Photo # 39 of 44



WA-I-883

Chenoweth Survey District.

Washington County, MARYLAND

P. Young

03.2007

MD SHPD

view west down Twin Springs Drive

Photo # 40 of 47

PS\_2, RETOUCH2,



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WA-I-883 Survey District  
Chenoweth Survey District  
Washington County, Maryland

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MD SHPO

rear of dwellings to south side of Twin Springs Drive,  
view to northeast

Photo # 41 of 47

3 00 MO Y000 03 07



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WA-I-883

Longnecker Lane, Chensville Survey District  
Washington County, Maryland  
E. Young

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MD SHPO

South elevation; view to northeast

Photo # 42 of 47

PS\_2, RETOUCH2,





NAI-883

21110 : 21114 Twin Springs Drive; Chensville Survey District  
Washington county, Maryland  
E. Young

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MD SHPO

South & West elevations; view to northeast

Photo # 43 of 47

0308 #2, 0308-0034, 03.08

03.08 #2, RETOUCH



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Chewsville survey District  
E. Young

03.2007

MD SHPO

View north down Waltz Drive

Photo # 44 of 47

PS-2

RETOUCH

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12012, 12014, 12018 waltz drive; Chensville Survey District  
Washington County, MARYLAND

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MD SHPO

0309 #3, 0309 #1015, 07-88, 07-88  
south & east elevations; view to northwest

Photo # 45 of 47

PS RETOUCH2

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12022 Twin Springs Drive; Chewsville Survey District  
Washington County, Maryland

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MD SHPO

North's east elevations; view to southwest

Photo # 46 of 47

0309 #3, 0309-0013, 0309-07

ES\_2

RETOUCH





WA-I-883

12029 Waltz Drive; Chewsville Survey District  
Washington County, Maryland  
E. Young

03.2007

MD SHPO

South & west elevations; view to northeast  
Photo # 47 of 47

PS\_2 DETOUCH2